



VIENNA 2018 **TRA**
TRANSPORT RESEARCH ARENA
A digital era for transport
solutions for society, economy and environment

“Road pricing as incentive for decarbonising transport ?”

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Hosted and organised by:

Austrian Ministry
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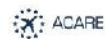


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Presentation of FIEC



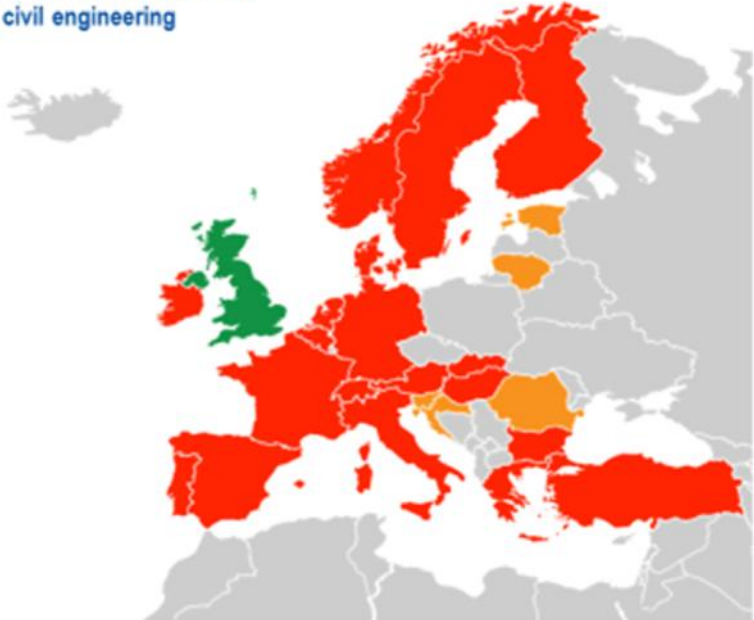
ENTERPRISES

- of all sizes
- active in all fields of building and civil engineering

1905
1st meeting

26
Countries

30
Federations



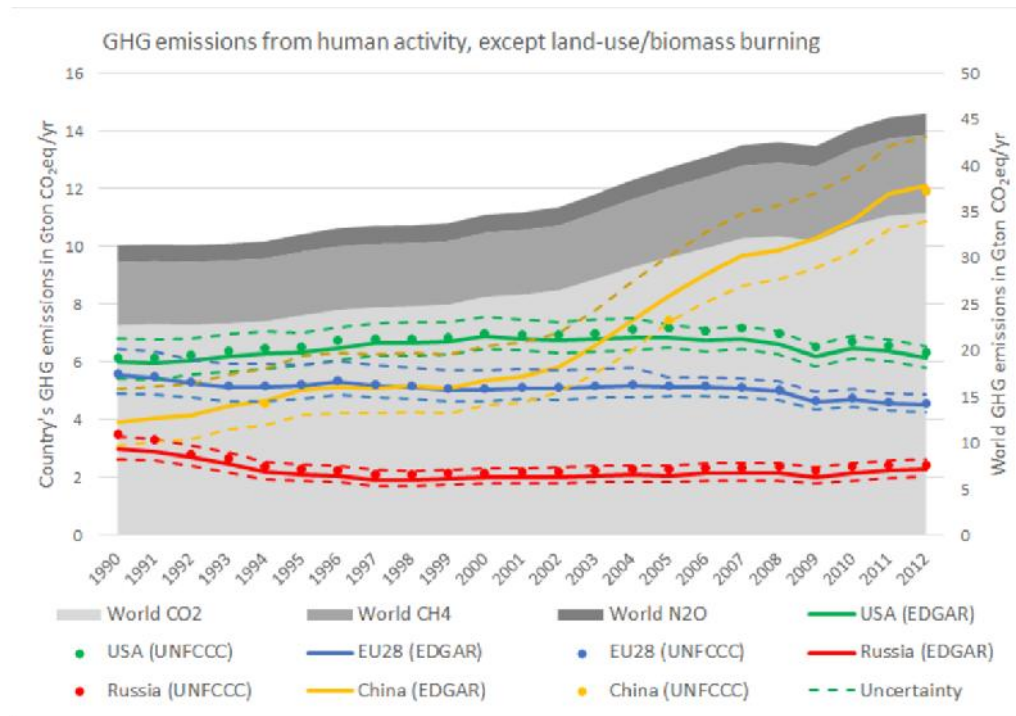
- | | |
|---------------------|-------------------------------|
| Full members | Observer members |
| Denmark | Estonia |
| Netherlands | Romania |
| Germany | Slovenia |
| France | Croatia |
| Spain | Lithuania |
| Luxembourg | |
| Bulgaria | |
| Finland | |
| Norway | |
| Sweden | Co-operation agreement |
| Ireland | United Kingdom |
| Belgium | |
| Portugal | |
| Switzerland | |
| Austria | |
| Italy | |
| Cyprus | |
| Greece | |
| Hungary | |
| Slovakia | |
| Turkey | |

The construction sector in the EU



- Total construction output 2016: **€1 278 billion**
- This represents: **8.6% of GDP (EU28)**
- Civil engineering represents **19.4%** of the activity
- Total jobs in construction 2016: **> 14 million people**
- This represents: **6.4% of total employment (EU28)**
- Total number of contractors 2016: **3.3 million (EU28)**
 - Vast majority of **SMEs**: 95% with <20 workers

GHG emissions from human activities

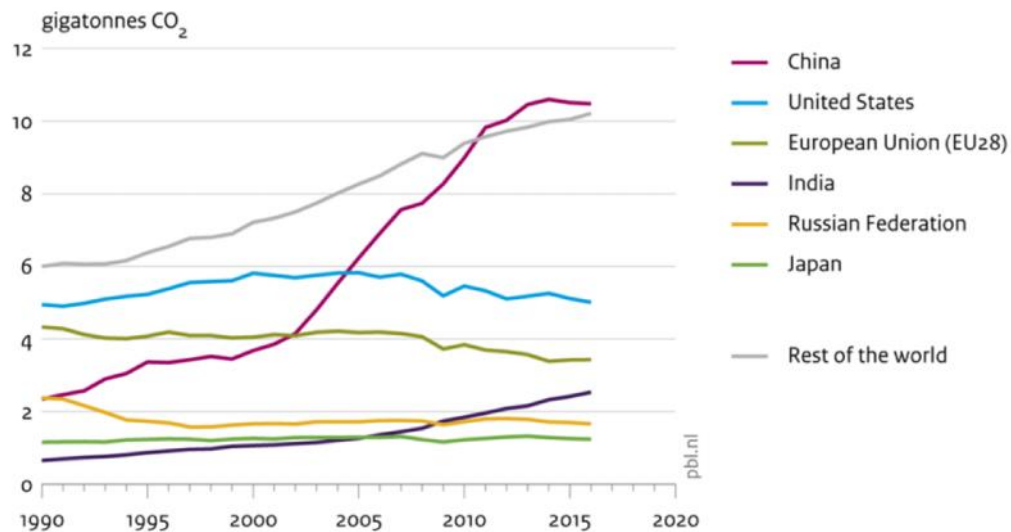


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Specificity of emerging countries

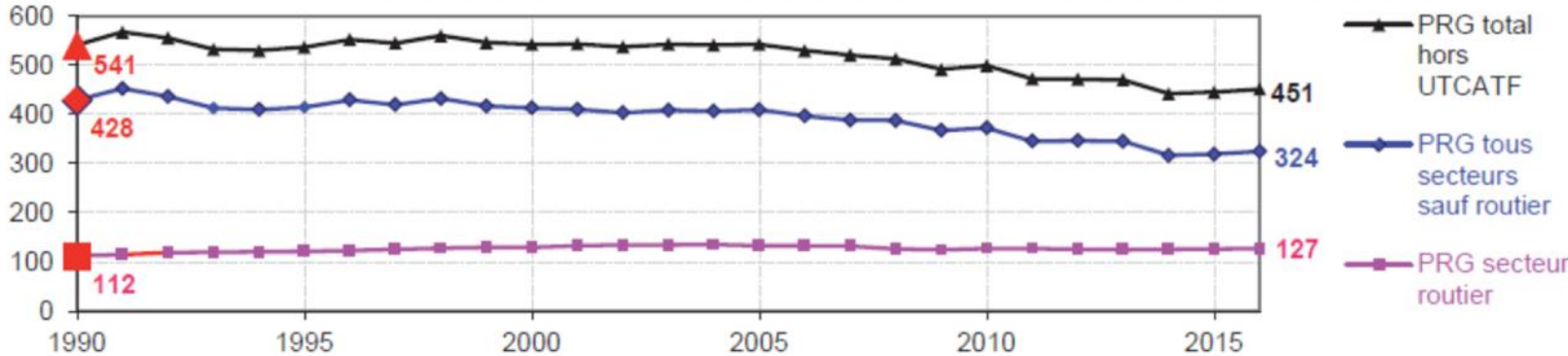


Figure 3
CO₂ emissions from fossil-fuel use and cement production, per country and region



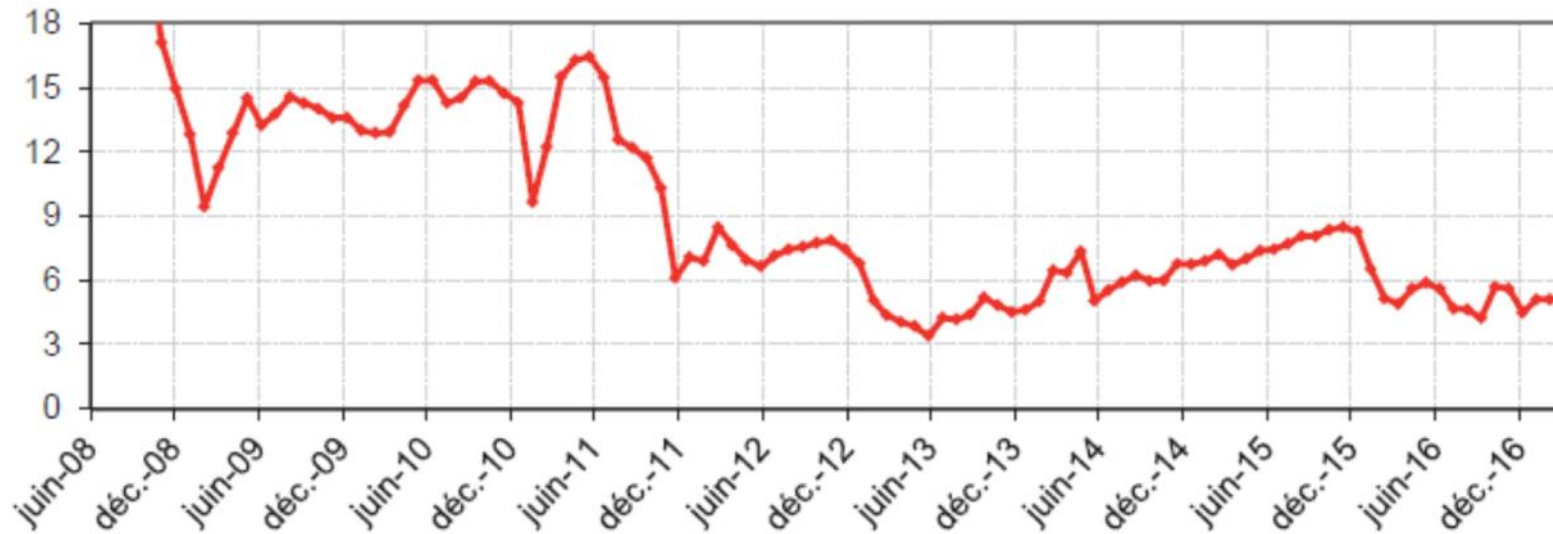
Source: EDGAR v4.3.2 CO₂ FT2016 (EC-JRC/PBL 2017)

Part of the road transport in Europe



Source : CITEPA / format SECTEN - avril 2017
 en rouge, valeurs en 1990, année de référence du protocole dit "de Kyoto".

Market is not a solution : CO2 market (euros per CO2 ton)



Source : European Energy Exchange (EEX)

Global goals



- Targeting the emission limitations in medium/low income countries
- Strategic axes
 - Better use of existing vehicles
 - Developing public transport when it is reasonable to do so
 - Modification of the engines (more electric vehicles)
 - Use decarbonized energy as much as possible
 - Limit the demand for road transport

Regulatory tools to reduce GHG emissions in road transport in Europe



- Tax on vehicles
 - Tax money goes into public budgets
- Fuel tax
 - Tax money goes into public budgets
- Road pricing on motorways and within cities
 - Fees and toll money go into public budgets or into concessions for developing transport (road or rail)

Conclusion



- In urban areas, road pricing is targeting congestion but is marginal for GHG decrease.
- For inter-urban transport, tolls paid by users will marginally reduce the traffic demand.
- Rail is usually an very expensive solution and this is an economical challenge
- Engine improvement and road traffic demand reduction are the most efficient tools for GHG reduction



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